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September 1964

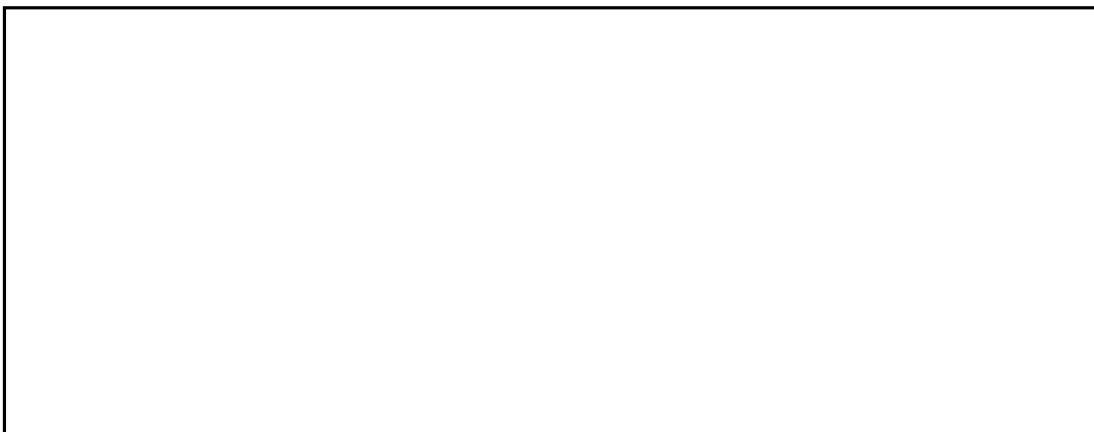
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CENTRAL INTELLIGENCE AGENCY
PHOTOGRAPHIC INTELLIGENCE REPORT

AMUR SHIPYARD 199
KOMSOMOLSK, USSR



Declass Review by NGA.



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AMUR SHIPYARD 199, KOMSOMOLSK, USSR

INTRODUCTION

Amur Shipyard 199 [] is located on the west bank of the Amur River in the southeastern section of the city of Komsomolsk, USSR (50-33N 137-02E). The city is approximately 345 nautical miles from the mouth of the Amur River (Figure 1).

Photographic coverage of this shipyard from [] reveals that the only significant change in the last six years has been the addition of two large fabrication-type buildings and a concrete mole. 1/

The identification of an E-class SSGN (nuclear-powered guided missile submarine) in the fitting-out basin on photography of [] confirms the suspicion that Amur Shipyard 199 is engaged in the production of nuclear-powered submarines. At least one submarine transporter dock has been observed on photography from every mission covering the shipyard, and two transporter docks were discernible in []. These docks are used to ferry newly constructed submarine hulls to a delivery base - probably Petrovka - where they are completely fitted out before delivery to the Soviet Navy.

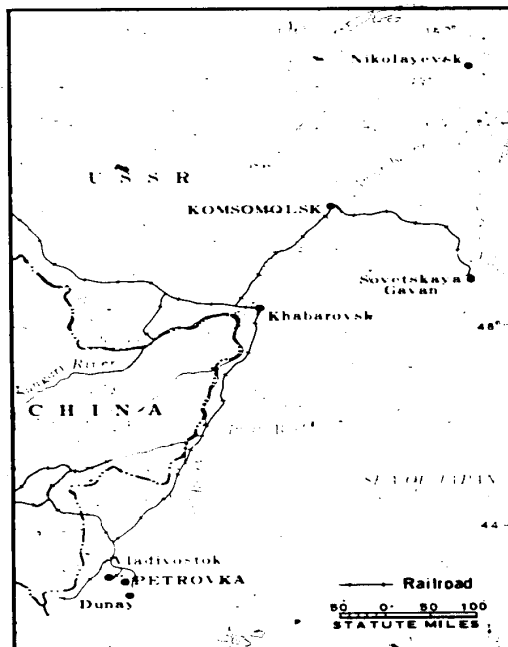


FIGURE 1. LOCATION MAP. []

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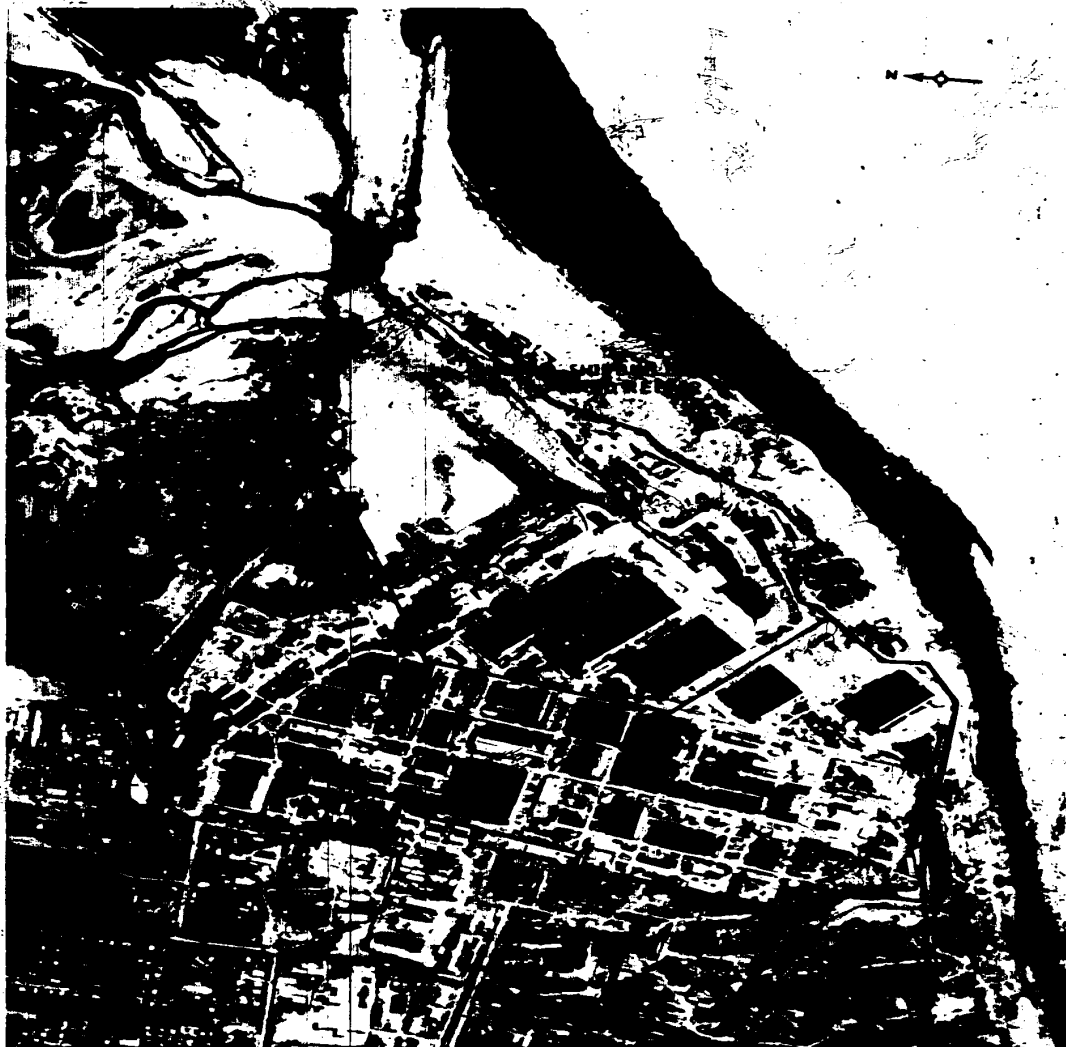


FIGURE 2. AMUR SHIPYARD 199, KOMSOMOLSK.

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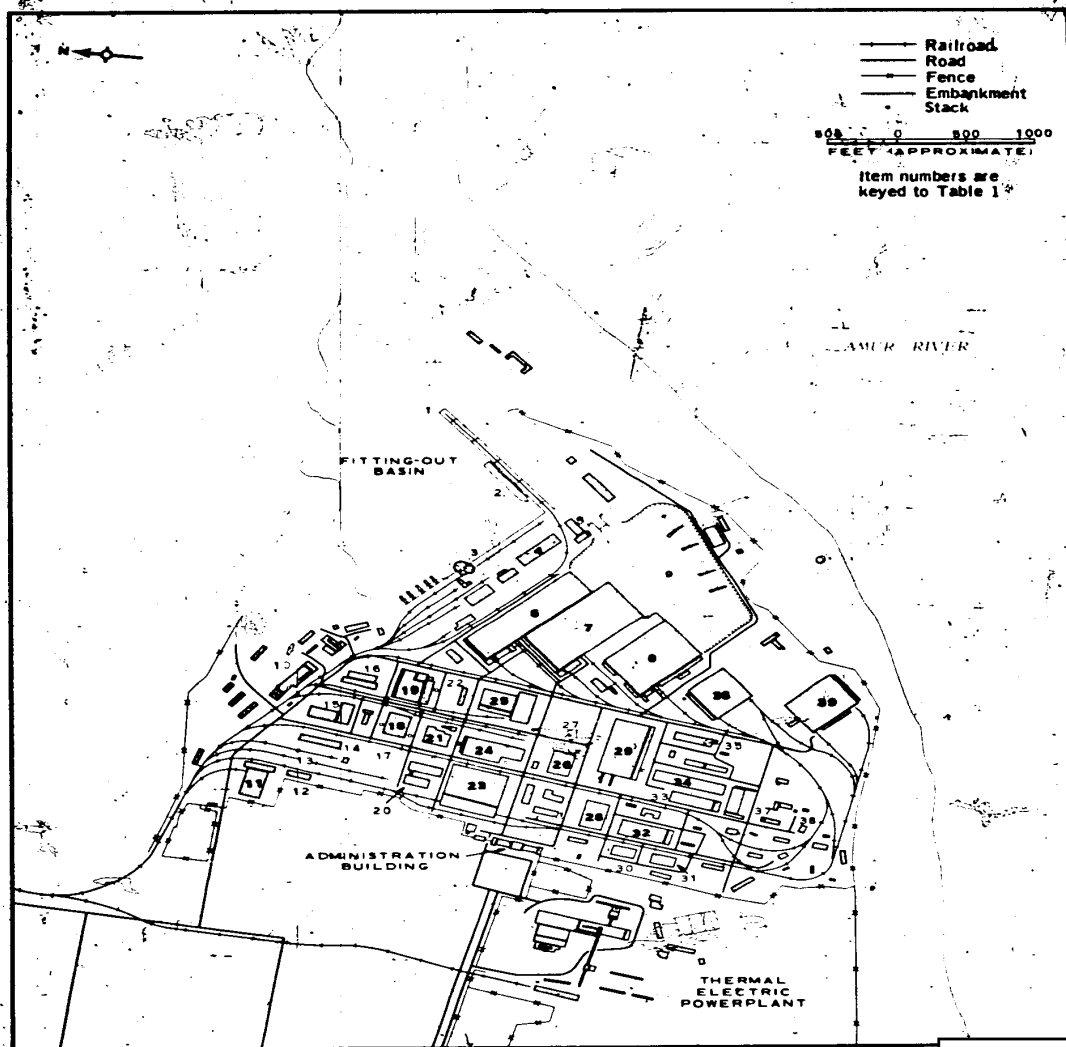


FIGURE 3. SHIPBUILDING, REPAIR, AND FABRICATION FACILITIES, AMUR SHIPYARD 199 KOMSOMOLSK, USSR.

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AMUR SHIPYARD 199

Amur Shipyard 199 contains facilities for shipbuilding, repair, and fabrication (Figure 2). Components of the shipyard in Komsomolsk are identified in Figure 3 and Table 1. A thermal electric powerplant is adjacent to the shipyard.

Table 1. Shipbuilding, Repair, and Fabrication Facilities, Komsomolsk
(Item numbers are keyed to Figure 3)

Item*	Description	Dimensions (ft approx)
1	Concrete mole in advanced stages of construction in <input type="checkbox"/> 2 mobile cranes on rail spur running entire length of mole	1,130 long
2	Submarine transporter dock	440 long
3	Fitting-out quay with tower hammerhead crane (approx 90 ft h) at west end	
4	Machine shop warehouse	345 x 130
5	Control bldg	
6	Construction hall; rail served	915 x 245 x 80h
7	Construction hall; rail served	755 x 395 x 80h
8	Construction hall; rail served	560 x 405 x 75h
9	Launching basin; concrete lined; 4 probable pumphouses; moorings on SE side; sliding caisson-type watertight gate (70 ft w)	1,150 x 540 Max depth: 60
10	Lumber processing area with sawmill, drying kiln, and lumber storage; area probably produces small wooden boats	
11	Probable assembly bldg; office bldg at west end probably for engineering and design; T-shaped; new since 1958	bar: 240 x 145 stem: 210 x 60
12	Warehouse	
13	Open storage area	
14	Warehouse	320 x 65
15	Machine shop; L-shaped	base: 180 x 120 leg: 200 x 110 250 x 115
16	Machine shop	
17	Storage area	
18	Machine shop	190 x 175
19	Machine shop	210 x 200
20	2 warehouses linked by an enclosed walkway	255 x 70 150 x 75 185 x 160
21	Machine shop	
22	Storage area	
23	Fabrication bldg; 3-story addition (405 x 110 ft) since 1958 probably houses engineering and design offices and mold loft; served by one rail spur	405 x 390
24	Forge and foundry; semigantry crane on east side of bldg; served by 2 rail spurs	395 x 295
25	Machine shop and plate shop; T-shaped; linked by rail spur to plate shop (item 29)	bar: 255 x 140 stem: 200 x 180 200 x 165
26	Machine shop	
27	Open plate storage; served by 2 gantry cranes	
28	Machine shop	245 x 175
29	Plate shop; 2 semigantry cranes at west end and one semigantry crane on north side	510 x 235
30	Warehouse	190 x 80
31	Warehouse	170 x 75
32	Machine shop	320 x 150
33	Machine shop	340 x 100
34	Machine shop	510 x 110
35	Probable maintenance bldg	265 x 55
36	Subassembly bldg (probably hull sections); served by 2 rail spurs	330 x 315 x 75h
37	Machine shop; U-shaped	255 x 155 (overall)
38	Storage area	
39	Subassembly bldg (probably hull sections); bldg in advanced stage of construction <input type="checkbox"/> served by 2 rail spurs	435 x 315 x 90h

*Items 1-9 are shipbuilding and repair facilities; items 10-39 are fabrication facilities.

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Two of the three construction halls at Komsomolsk (items 6 and 7, Figure 3) probably have the capacity for subassembly. One of these halls (item 6) is approximately 915 feet long and contains two building docks with an estimated length of 650 feet each. This would allow 65,000 square feet of floorspace for subassembly at the west end of the hall where the building is served by two rail spurs. The other construction hall with this capacity (item 7) is approximately 755 feet long and probably has four building docks. These have an estimated length of 480 feet,

which would leave approximately 108,500 square feet of floorspace at the west end of the hall where the building is served by two rail spurs.

The third construction hall (item 8, Figure 3) is 560 feet long and probably contains three building docks. However, the southernmost dock may not be operational. The basin at the launch end of this building appears too shallow for large vessels. Moreover, on photography of the deep water embankment which surrounds the entire basin appeared to block the entrance to this building dock.

SUBMARINE FITTING-OUT FACILITIES, PETROVKA, USSR

Submarine fitting-out facilities are located at Petrovka (43-07N 132-20E). Several factors indicate that the Petrovka Shipyard

is probably the delivery base for submarines constructed at Komsomolsk. Petrovka could provide the deep water testing area which



ITEM NUMBERS ARE KEYED TO TABLE 2

FIGURE 4. SUBMARINE FITTING-OUT FACILITIES, PETROVKA.

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Table 2. Submarine Fitting-out Facilities, Petrovka
(Item numbers are keyed to Figure 4)

Item	Description
1	Powerplant
2	Warehouse
3	Machine shop
4	Machine shop
5	Fabrication bldg
6	Fitting-out shop
7	Submarine transporter dock
8	2 E-class SSGNs outfitting
9	2 fitting-out piers
10	Ship transverse table
11	Repair ways
12	Half-tide basin

is not available at Komsomolsk; transporter docks and E-class SSGNs have been observed at both shipyards; and Petrovka is located in close proximity to the Dunay Naval Missile Storage Installation. The Petrovka Shipyard lacks the capacity for the complete construction of submarines. The limited shipbuilding facilities at Petrovka permit only the fitting out of submarines and the repair of vessels as large as destroyers. Components of the Petrovka Shipyard are identified on Figure 4 and Table 2.

REFERENCES

MAPS OR CHARTS

ACIC. US Air Target Chart, Series 200, Sheet 0204-SHL, 2d ed, Feb 62, scale 1:200,000 (SECRET)

DOCUMENT

1. CIA. PIC JR-1001 '61, *Amur Shipyard 199, Komsomolsk, USSR*, Jan 61 (SECRET)

REQUIREMENT

CIA. C-814-81,007

NPIC PROJECT

S-674 '64

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